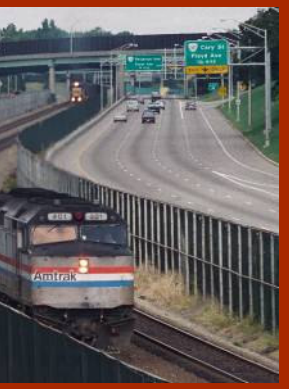


Rail Resource Allocation Pla and Proposed Six-Year Improvement Plar Rail Allocations

Kevin Page
Chief of Rail Transportation

Rail Advisory Board
January 8, 2009

Resource Allocation P

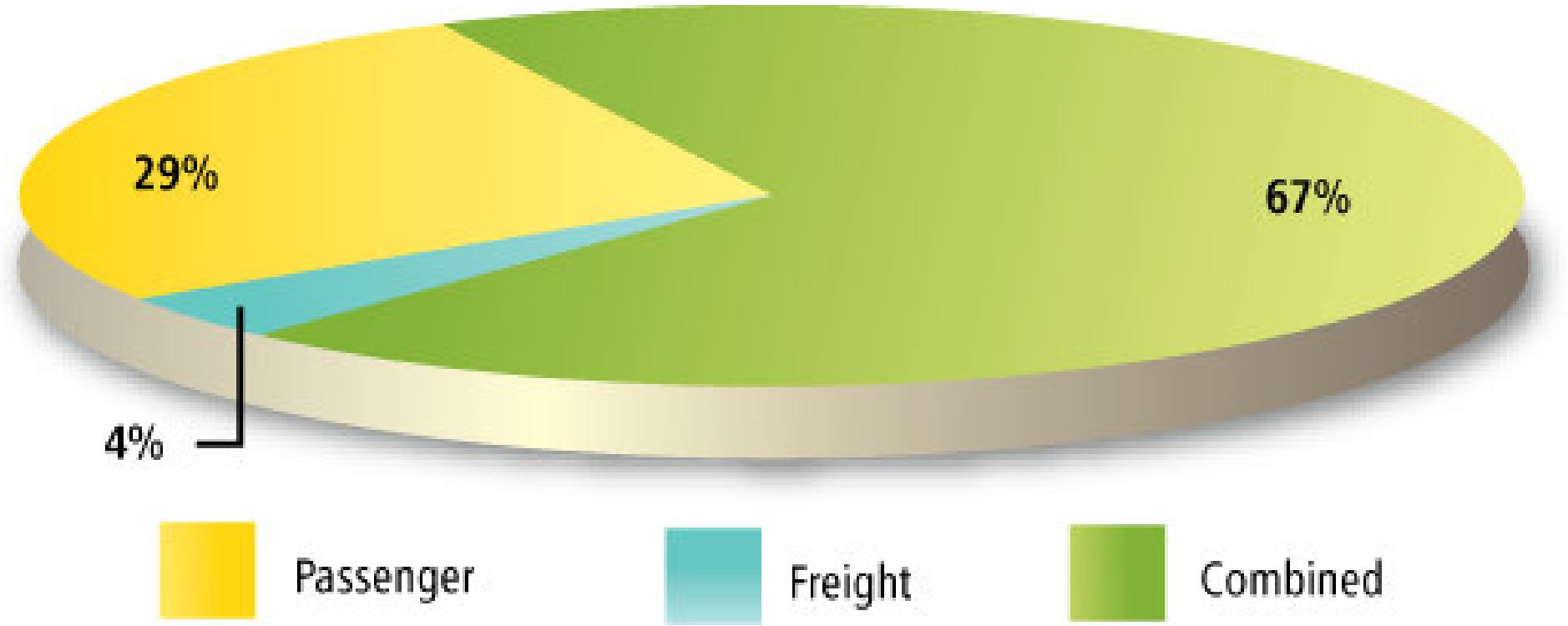
The Rail Resource Allocation Plan was released in December 200
Public comments will be accepted until January 14, 2009.

Potential rail project costs have been updated to $6.6 billion

- The current proposal excludes shortline railroad projects and public transportation projects such as Metro and Norfolk Light Rail, which are funded in other programs

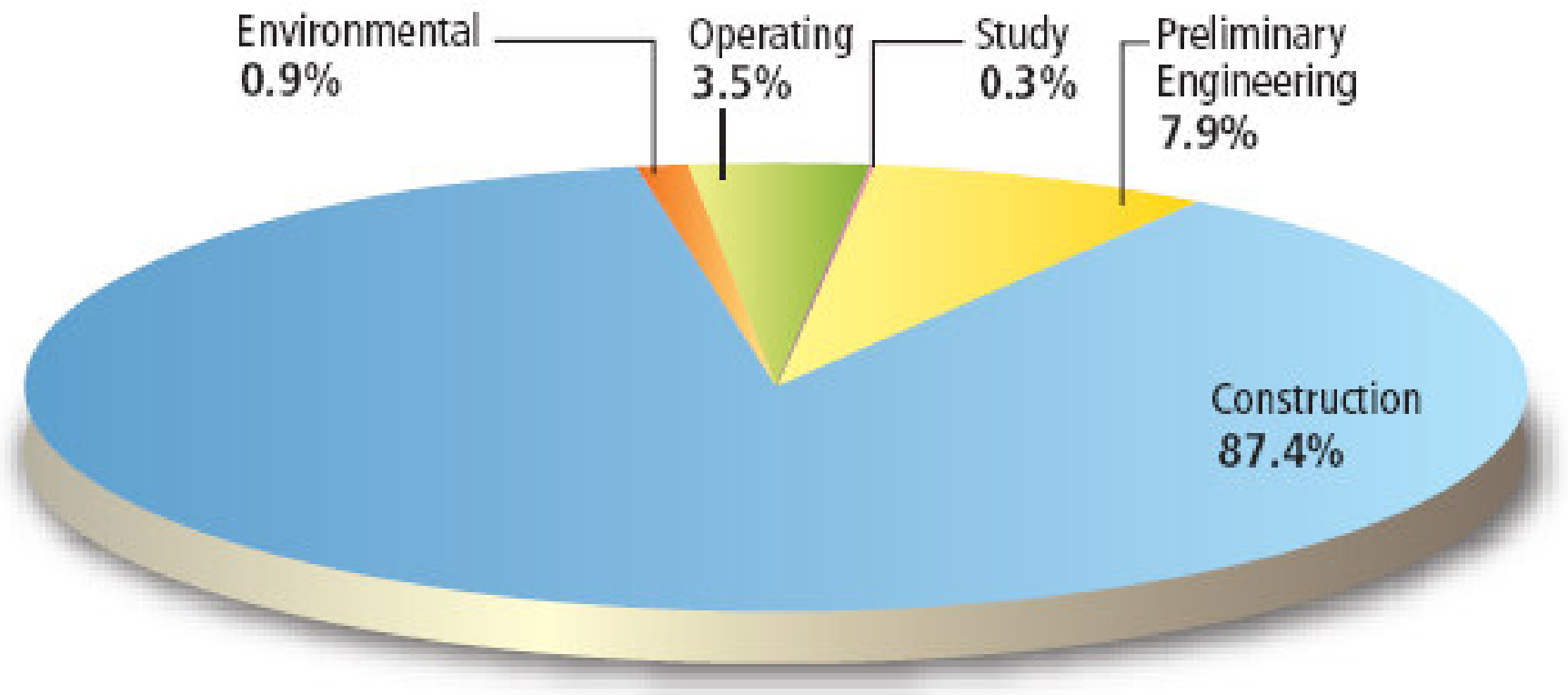
Eight discrete projects (separated into 27 phases) led to the development of recommended six-year approach to priorities and funding

Projects for Funding by Project Typ



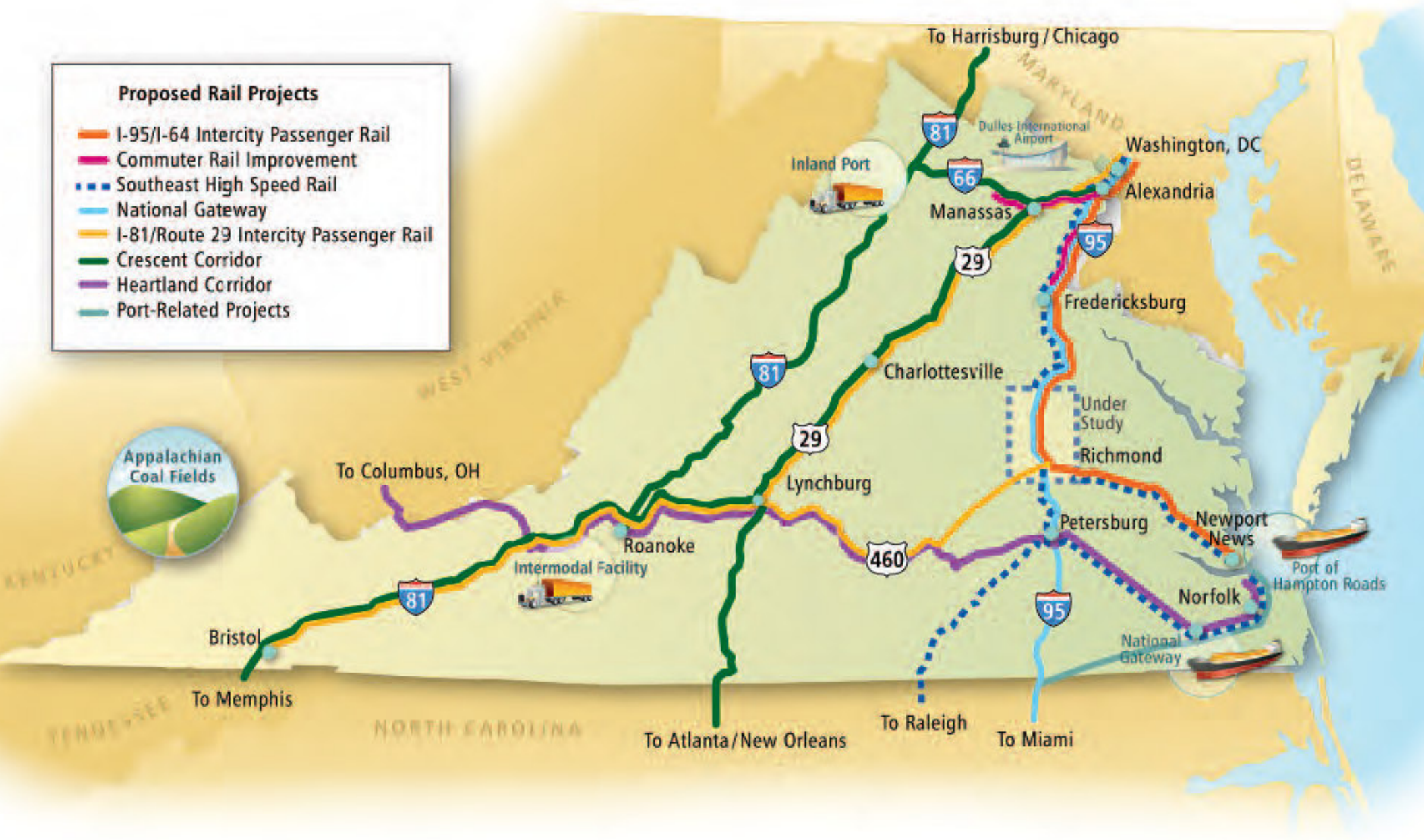
Emphasis on dual benefit projects, consistent with the Draft Statewide Rail Plan

Cost Percentage by Activity



Emphasis on design/project readiness and construction

Project M


Proposed Rail Projects
I-95/I-64 Intercity Passenger Rail
Commuter Rail Improvement
Southeast High Speed Rail
National Gateway
I-81/Route 29 Intercity Passenger Rail
Crescent Corridor
Heartland Corridor
Port-Related Projects
To Harrisburg / Chicago
MARYLAND
Dulles International Airport
Washington, DC
Inland Port
Alexandria
Manassas
Fredericksburg
Charlottesville
Under Study
Richmond
Appalachian Coal Fields
To Columbus, OH
Lynchburg
Petersburg
Newport News
Roanoke
Intermodal Facility
Port of Hampton Roads
Norfolk
Bristol
National Gateway
To Memphis
To Raleigh
To Miami
To Atlanta / New Orleans
WEST VIRGINIA
KENTUCKY
TENNESSEE
NORTH CAROLINA
DELAWARE
81
66
95
29
460

FY2009 – FY20

oject	Total Estimated Cost	Total Propo Fund
5/I-64 Passenger Rail	$ 163,678,171	$ 114,574,
mmuter Rail Improvements	$ 18,213,000	$ 12,314,
1/Route 29 Passenger Rail	$ 32,640,000	$ 22,848,
tional Gateway Phase 1	$ 104,382,723	$ 19,356,
artland Corridor Phase 1	$ 18,100,000	$ 12,670,
rt Improvements Phase 1	$ 2,161,714	$ 825,
1 Crescent Corridor Phase 1	$ 37,997,143	$ 26,598,
utheast High Speed Rail Phase1	$ 3,975,000	$ 2,345,
tal Capital Costs	**$ 381,147,752**	**$ 211,531,**
ree-Year Passenger Rail Operating (Demo)	$ 17,200,000	$ 17,200,
tal Costs (Capital and Operating)	**$ 398,347,752**	**$ 228,731,**

PROJECT NAME	APP	FISCAL YEAR							
		Previous Allocation 2009 9/18/2008	2009 1/21/2009	2010	2011	2012	2013	2014	TO
ricksburg, Richmond and Newport News nger Rail Improvements	CSX	$9,751,000							
Fredericksburg-DC Third Main Track	VRE	$3,650,000							
64 Corridor Phase II, Crossroads to ton 3rd Track, Acca Bypass, and Acca Yard	CSX			$51,978,720	$13,100,000	$6,000,000	$7,150,000	$22,945,000	$1
natic Train Control System with Cab Signals	VRE	$882,000							
Cherry Hill Station and Third Track Phase II	VRE	$2,405,000							
Gainesville-Haymarket Extension Phase II	VRE	$3,250,000							
Route – Alexandria to Manassas	NS	$649,797		$591,837	$108,627	$2,172,787	$1,670,327	$583,724	
sville to Calverton Second Track	NS				$3,322,200	$6,275,267	$6,275,267	$6,275,266	$
l-Lynchburg-Richmond Passenger Rail city Modeling and Analysis	NS				$700,000				
e Stack Bridge Clearance and Obstructions	CSX				$326,900	$623,000			
ia Avenue Tunnel Clearance	CSX				$2,323,100	$5,361,000	$5,361,000	$5,361,000	$
oke Regional Intermodal Facility lemental)	NS	$4,410,000	$4,760,000						
oke Regional Intermodal Facility lemental Cove Hollow Road Relocation)	NS		3,500,000						
entral Rail Yard Expansion	VPA	$700,000							
lk Portsmouth Belt Line Railroad	VPA	$125,000							
1 Crescent Corridor Phase I	NS		$2,875,000		$3,558,450	$10,082,275	$10,082,275		$
R Tier II EIS Phase 2	NC DOT	$781,750		$781,750	$781,750				
MMENDED REF PROJECTS		$29,604,547	$11,135,000	$53,352,307	$24,221,027	$30,514,329	$30,538,869	$35,164,990	$2

Rail Allocations

Project	Project Components to be Funded	Key Annual Public Benefit Findings at Steady State
I-95/I-64 Passenger Rail	One new train Washington, DC- Staples Mill Station, One new train set, Improved service efficiency	1.858,367 Cars removed 10,437,244 Gallons of fuel saved 62,057 tons CO_2 emissions saved
Commuter Rail Improvements	Automatic train control system, track upgrades, final design Cherry Hill third track, engineering Gainesville-Haymarket extension	1.858,367 Cars removed 10,437,244 Gallons of fuel saved 62,057 tons CO_2 emissions saved
I-81/Route 29 Passenger Rail	One new train Washington, DC- Lynchburg, track upgrades, route analysis Roanoke-Bristol	135,432 Cars removed 1,191,837 Gallons of fuel saved 8,897 tons CO_2 emissions saved
National Gateway	Remove 5 bridge obstructions and begin construction of new Virginia Ave tunnel	260,000 Trucks removed 31,872,718 Gallons of fuel saved 61,705 tons CO_2 emissions saved
Heartland Corridor	Roanoke Region Intermodal Facility – Relocate Cove Hollow Road and supplemental site and road cost contingency	150,000 Trucks removed 20,061,643 Gallons of fuel saved 55,804 tons CO_2 emissions saved
Port Improvements	On-dock rail yard at NIT, marshalling yard improvements	180,310 Trucks removed 24,314,088 Gallons of fuel saved 47,072 tons CO_2 emissions saved
I-81 Crescent Corridor	Engineering/construction of track upgrades	172,839 Trucks removed 27,544,285 Gallons of fuel saved 61,221 tons CO_2 emissions saved
Southeast High Speed Rail	Complete Tier II Environmental Impact Statement Main St. Station- Raleigh	1,134,545 Cars removed 5,645,890 Gallons of fuel saved 33,713 tons CO_2 emissions saved

I-95/I-64 Passenger R

Description: Three projects to improve passenger and freight rail operations with more frequent service, capaci and travel time savings between Hampton Roads, Richmond and Washington, DC, including service to the Northeast Corridor.

- Fredericksburg, Richmond, and Newport News Passenger Rail Improvements
- VRE Fredericksburg - DC Third Main Track
- Crossroads to Hamilton 3rd Track, Acca Bypass, and Acca Yard

Project type: Engineering and construction

Total project cost: $163,678,171
Commonwealth's share: $114,574,720 (70%)
Previous FY2009 allocation: $13,401,000

Key Factors and Benefits (Steady State):
Cars removed off highways: 1,858,367 cars/yr
Gallons of fuel saved: 10,437,244 gallons/yr
Tons of CO_2 saved: 62,057 tons/yr

FY2010-FY2

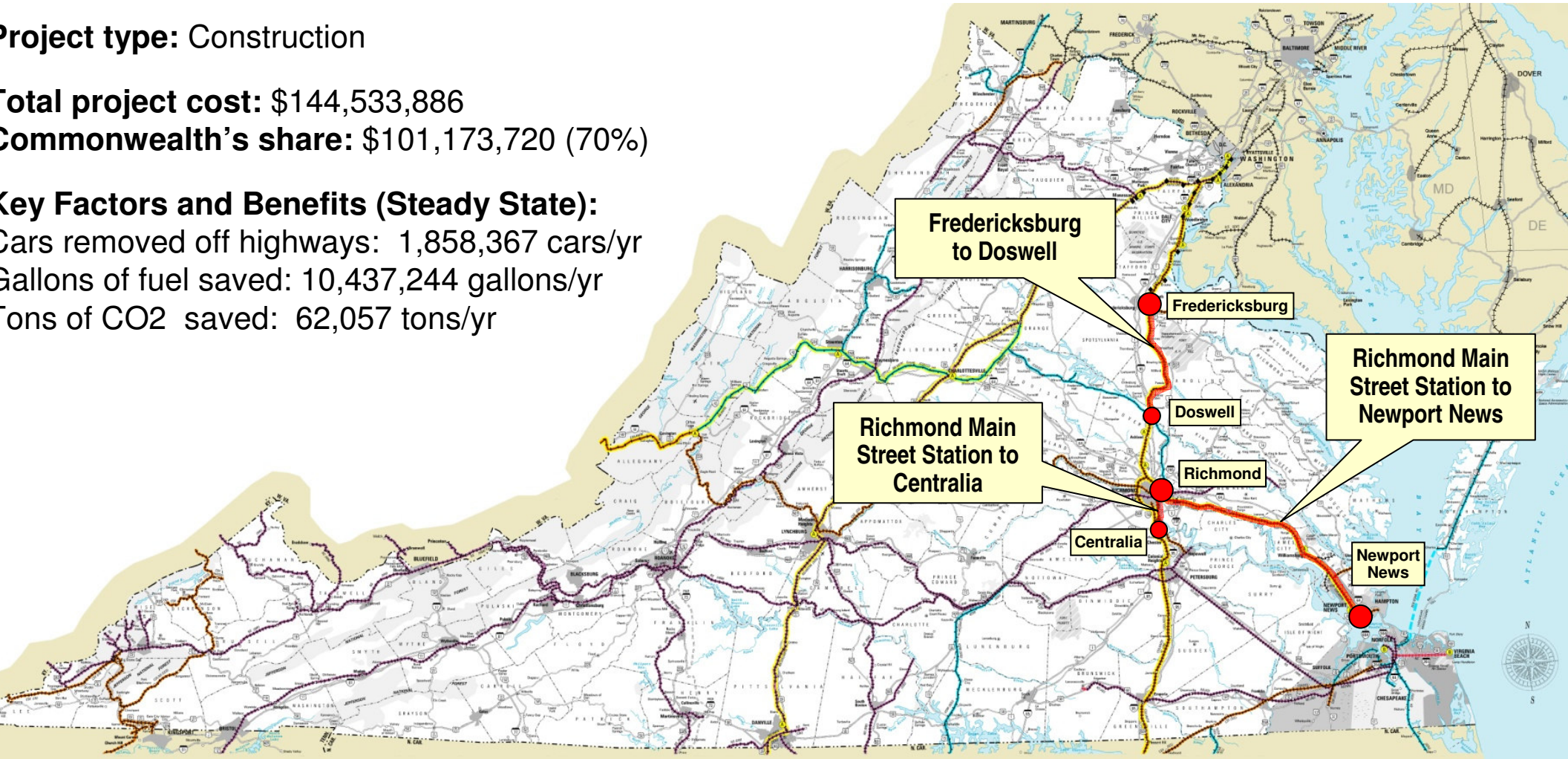
3. Crossroads to Hamilton 3rd Track, Acca Bypass, and Acca Yard

Description: CSX proposes to upgrade its facilities along the route between Fredericksburg, Doswell, Richmond, Centralia and Newport News to allow existing and new passenger trains to utilize Richmond's Main Street Station and improve passenger and freight train performance along the I-95 and I-64 corridors in the Commonwealth. The project is for construction of projects identified in the previous environmental and engineering project.

Project type: Construction

Total project cost: $144,533,886
Commonwealth's share: $101,173,720 (70%)

Key Factors and Benefits (Steady State):
Cars removed off highways: 1,858,367 cars/yr
Gallons of fuel saved: 10,437,244 gallons/yr
Tons of CO_2 saved: 62,057 tons/yr



Commuter Rail Improveme

escription: Improvements in the VRE service area will increase on-time performance and upgrade the signal sys
xpand stations between Manassas and Gainesville/Haymarket, construct a new station at Cherry Hill and provide
utomatic train control system to reduce potential accidents through advance warning and collision avoidance
chnology.

VRE Automatic Train Control System
th Cab Signals

VRE Cherry Hill Station and Third
ack Phase 2

VRE Gainesville - Haymarket
xtension Phase 2 Study

VRE Route - Alexandria to Manassas

roject type: Environmental, Design,
ngineering and Construction

otal project cost: $18,213,000

ommonwealth's share:
2,314,099 (68%)
revious FY2009 allocation:
,186,797

**ey Factors and Benefits (Steady
ate):**
ars removed off highways: 625,772
rs/yr
allons of fuel saved: 2,239,056
llons/yr
ons of CO_2 saved: 10,500 tons/yr

FY2010-FY20

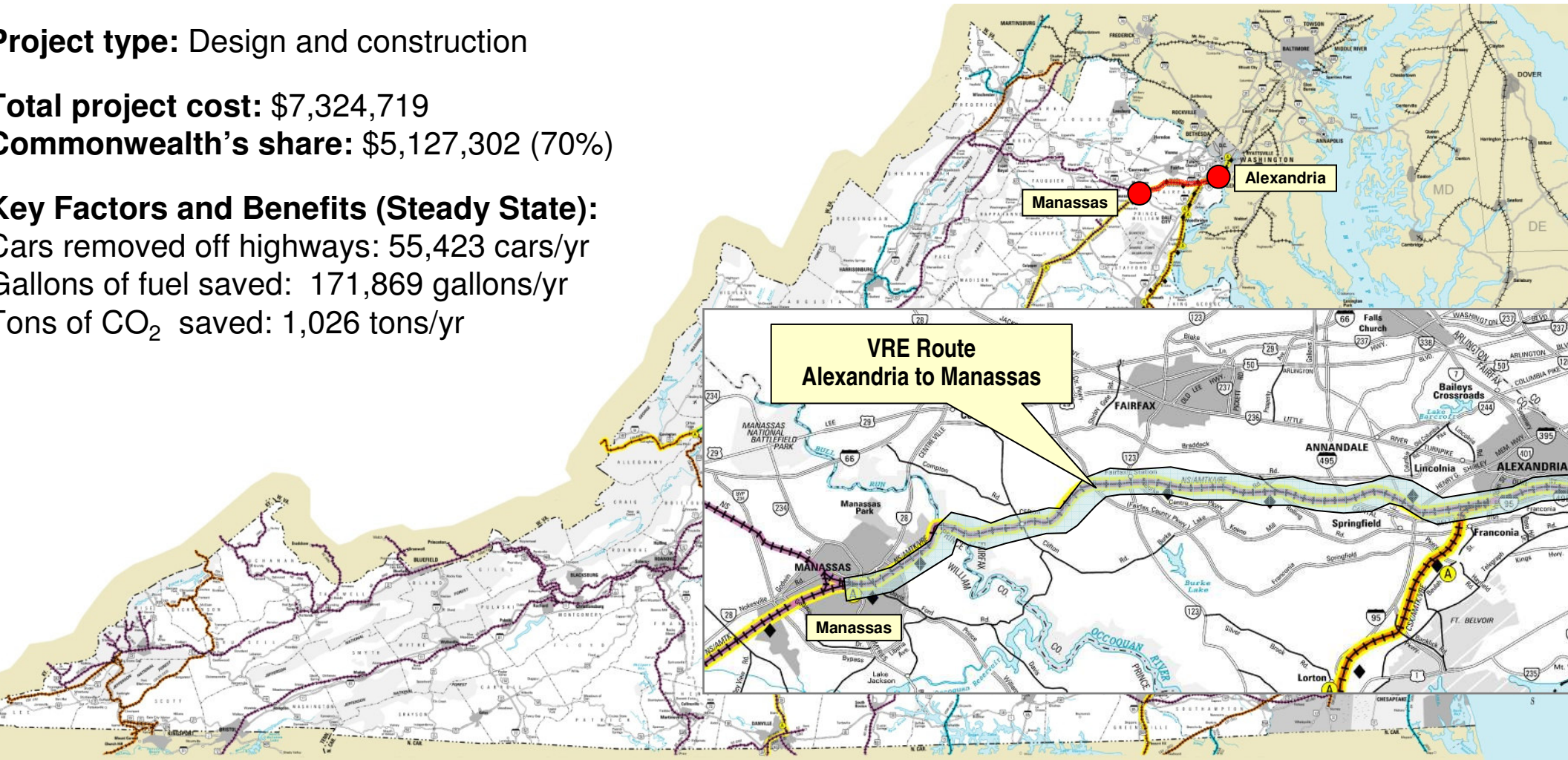
7. VRE Route - Alexandria to Manassas

Description: VRE is the primary operator on the two NS mainline tracks between Alexandria and Manassas. The project will provide capital improvements needed for NS to support Class 4 rail track standards for continued passenger train use of the system.

Project type: Design and construction

Total project cost: $7,324,719
Commonwealth's share: $5,127,302 (70%)

Key Factors and Benefits (Steady State):
Cars removed off highways: 55,423 cars/yr
Gallons of fuel saved: 171,869 gallons/yr
Tons of CO_2 saved: 1,026 tons/yr



I-81/Route 29 Passenger R

Description: To enhance passenger rail service along the Route 29, Interstate 81 and Route 460 corridors, the 81/Route 29 Intercity Passenger Rail Project will add new passenger rail service to Lynchburg, Roanoke and Bri connections to Richmond and Washington, DC, construct new stations to support the new service, increase capa through new passing tracks, and reduce travel time by improving rail infrastructure for higher speeds.

Nokesville to Calverton Second Track

Bristol to Lynchburg to Richmond Passenger Rail
apacity Modeling and Analysis

oject type: Design, Engineering and Construction

tal project cost: $32,640,000

Commonwealth's share: $22,848,000 (70%)
Previous FY2009 allocation: $0

Key Factors and Benefits (Steady State):
Trucks removed off highways: 135,432 trucks/yr
Gallons of fuel saved: 1,191,837 gallons/yr
Tons of CO_2 saved: 8,897 tons/yr

FY2010-FY2

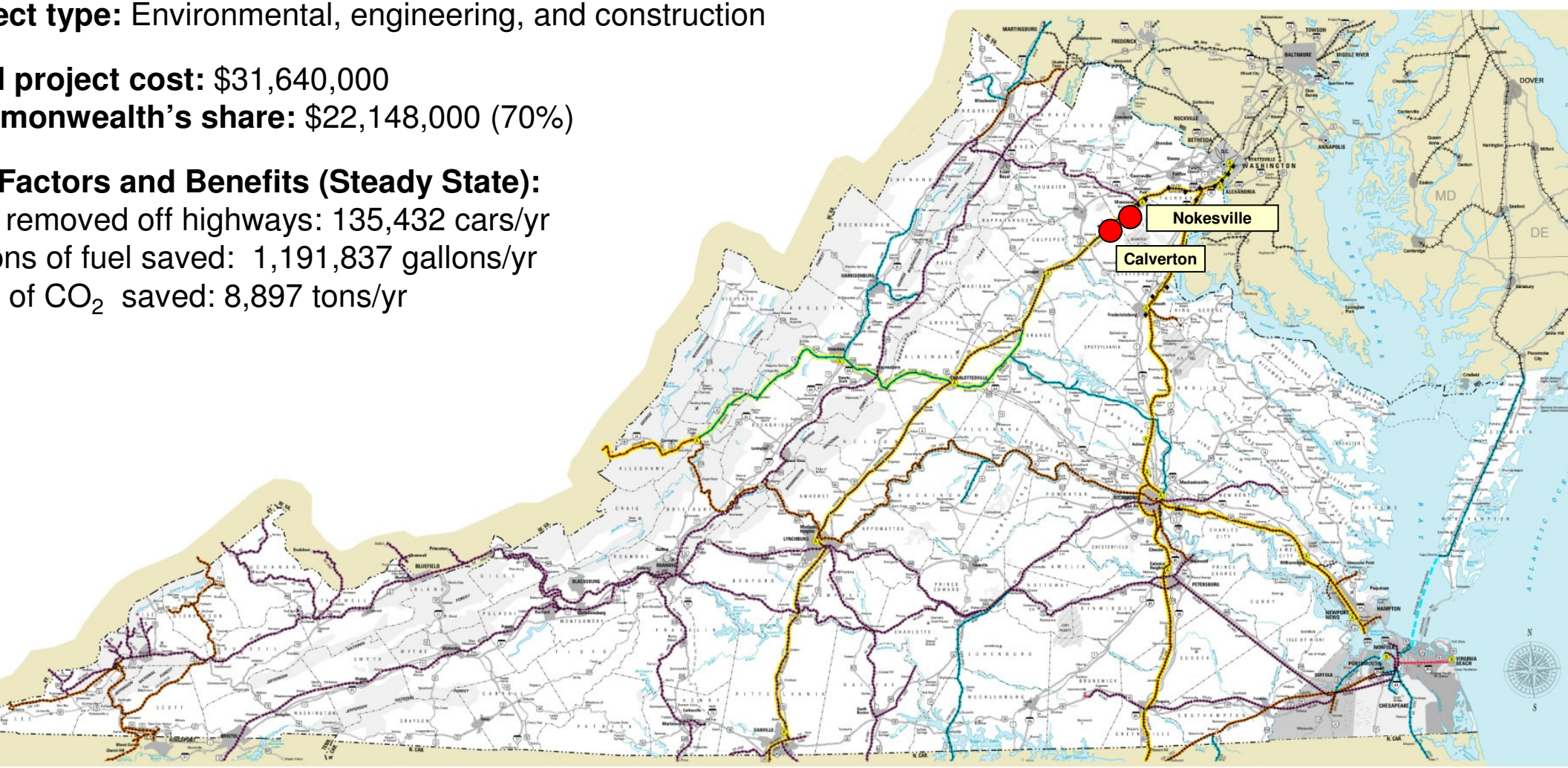
okesville to Calverton Second Track

cription: The purpose of this project is to improve passenger rail service in the I-81 and Route 29 rail dors. The project includes final design and construction of a 7.2 mile long second main line track in NS right-ay between Nokesville and Calverton. This project will provide the necessary capacity to operate additional enger trains over this line section to Lynchburg, Roanoke and Bristol.

ect type: Environmental, engineering, and construction

l project cost: $31,640,000
monwealth's share: $22,148,000 (70%)

Factors and Benefits (Steady State):
removed off highways: 135,432 cars/yr
ons of fuel saved: 1,191,837 gallons/yr
of CO_2 saved: 8,897 tons/yr



FY2010-FY2

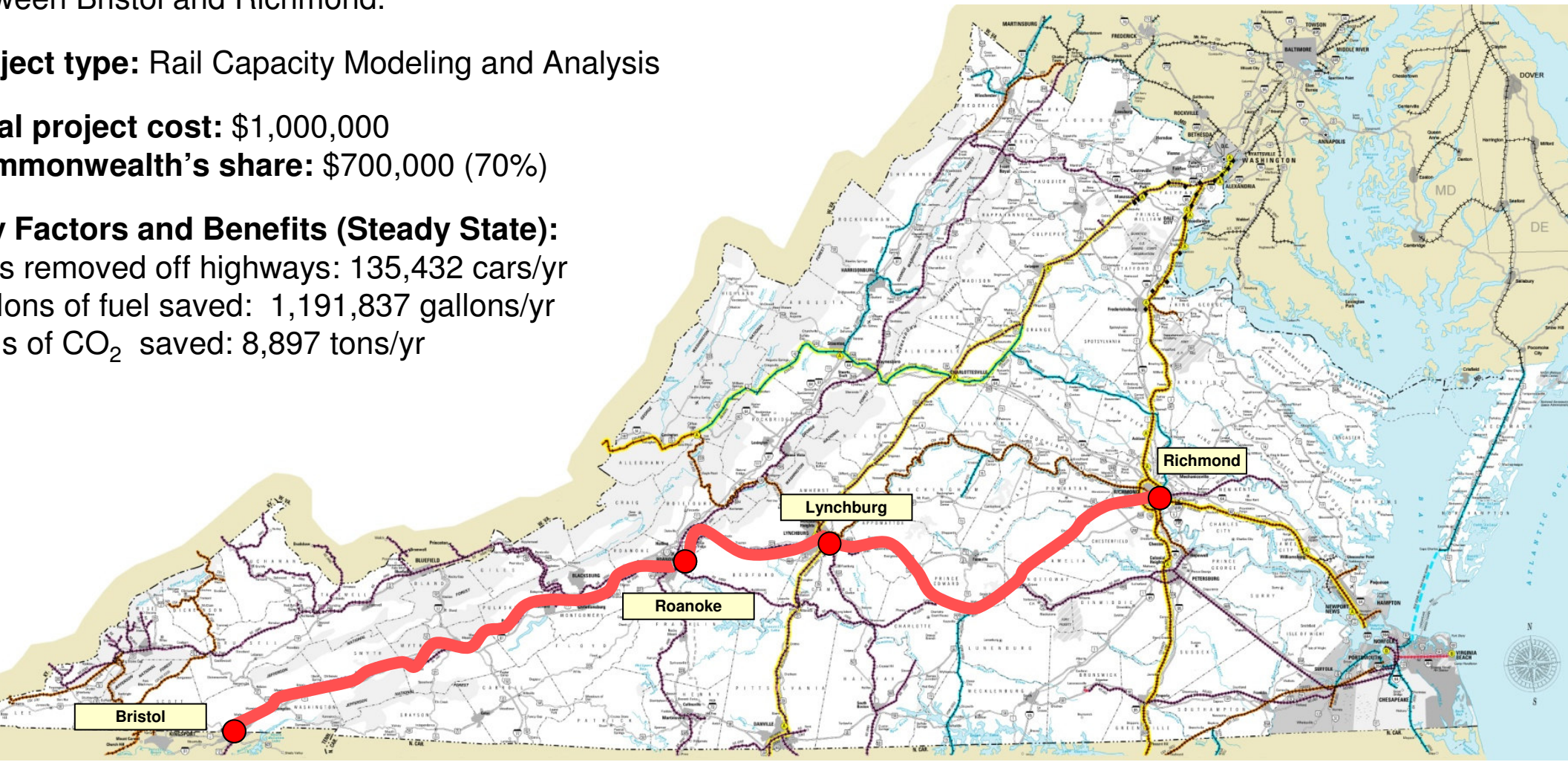
Bristol to Lynchburg to Richmond Passenger Rail Capacity Modeling and Analysis

scription: The purpose of this project is to improve passenger rail service in the I-81/Route 29 and Route /460 rail corridors. The project includes capacity modeling and analysis of the NS line section between Bristol Richmond to determine the necessary capacity improvements to initiate intercity passenger rail service ween Bristol and Richmond.

ject type: Rail Capacity Modeling and Analysis

al project cost: $1,000,000
mmonwealth's share: $700,000 (70%)

Factors and Benefits (Steady State):
s removed off highways: 135,432 cars/yr
lons of fuel saved: 1,191,837 gallons/yr
s of CO_2 saved: 8,897 tons/yr



National Gatew

cription: To improve the efficiency of freight rail shipping for the mid-Atlantic ports of Baltimore, MD, Virginia Wilmington, NC and markets in Pennsylvania, West Virginia, Ohio and other Midwestern states, the National eway Project will divert freight traffic from way to rail and double the capacity for freight ments in the I-95 corridor by providing double- k clearances for freight containers, increase acity and service reliability through shington, DC to allow more trains to operate in heavily congested part of the corridor, support enhancement of VRE and Amtrak service in I-95 corridor and add a new freight yard to port increased container traffic originating at inia's Ports.

ouble Stack Bridge Clearance and tructions

irginia Avenue Tunnel Clearance

ject type: Design, Engineering and struction

al project cost: $104,382,723
mmonwealth's share: $19,356,000 (19%)
vious FY2009 allocation: $0

Factors and Benefits (Steady State):
cks removed off highways: 260,000 trucks/yr
ons of fuel saved: 31,872,718 gallons/yr
s of CO_2 saved: 61,705 tons/yr

FY2010-FY2

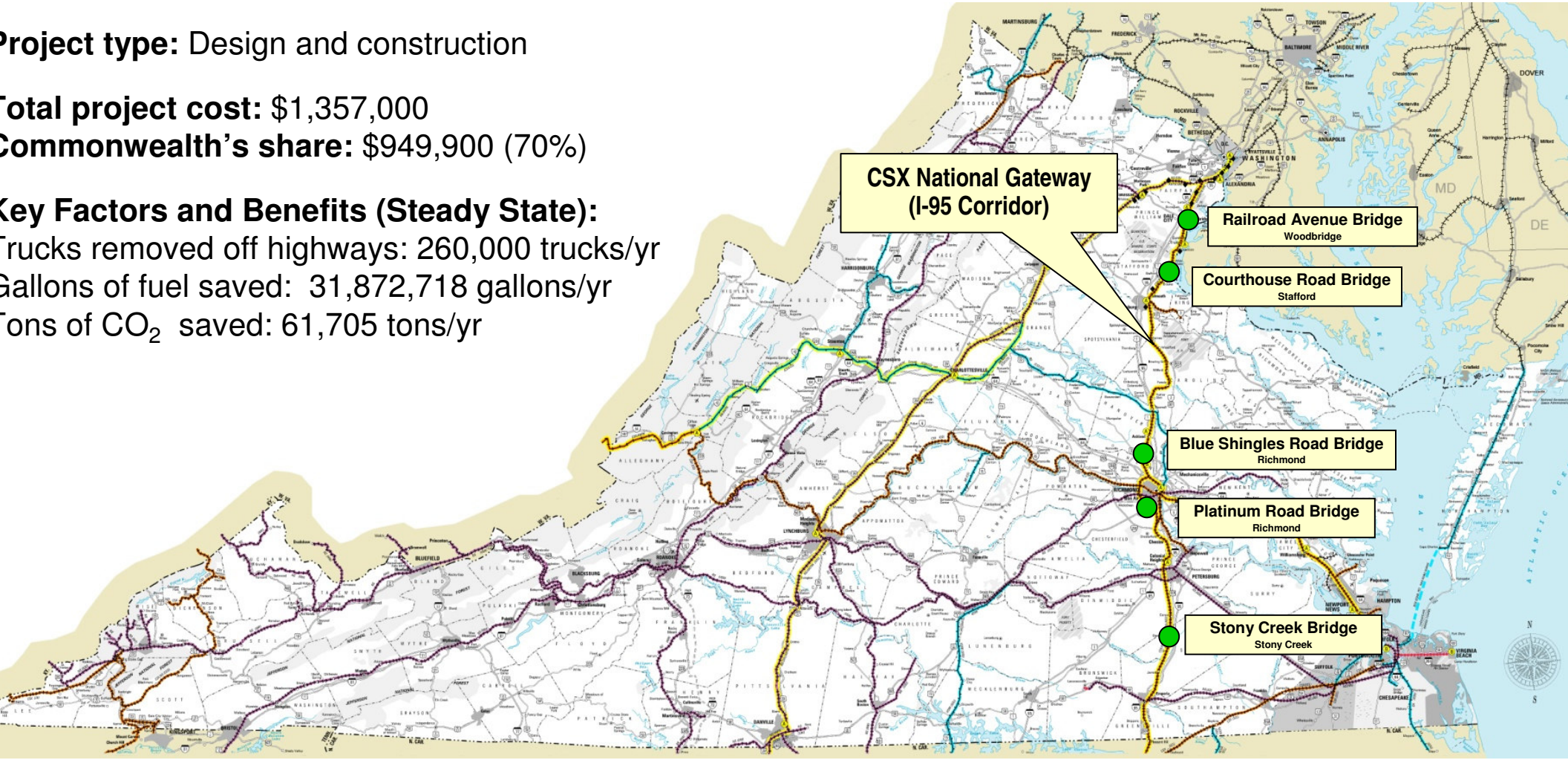
0. Double-Stack Rail Clearance and Obstructions

Description: This project will integrate Virginia into the National Gateway program to provide the Ports of Hampton Roads with an enhanced double-stack rail connection on the CSX system. This project consists of the removal or modification of five existing bridges that obstruct the vertical clearance needed for double-stack rail operations on the I-95 Corridor between Weldon, NC and Washington DC. The project also includes environment studies and 30% design (preliminary plans) for two new bridges in Virginia.

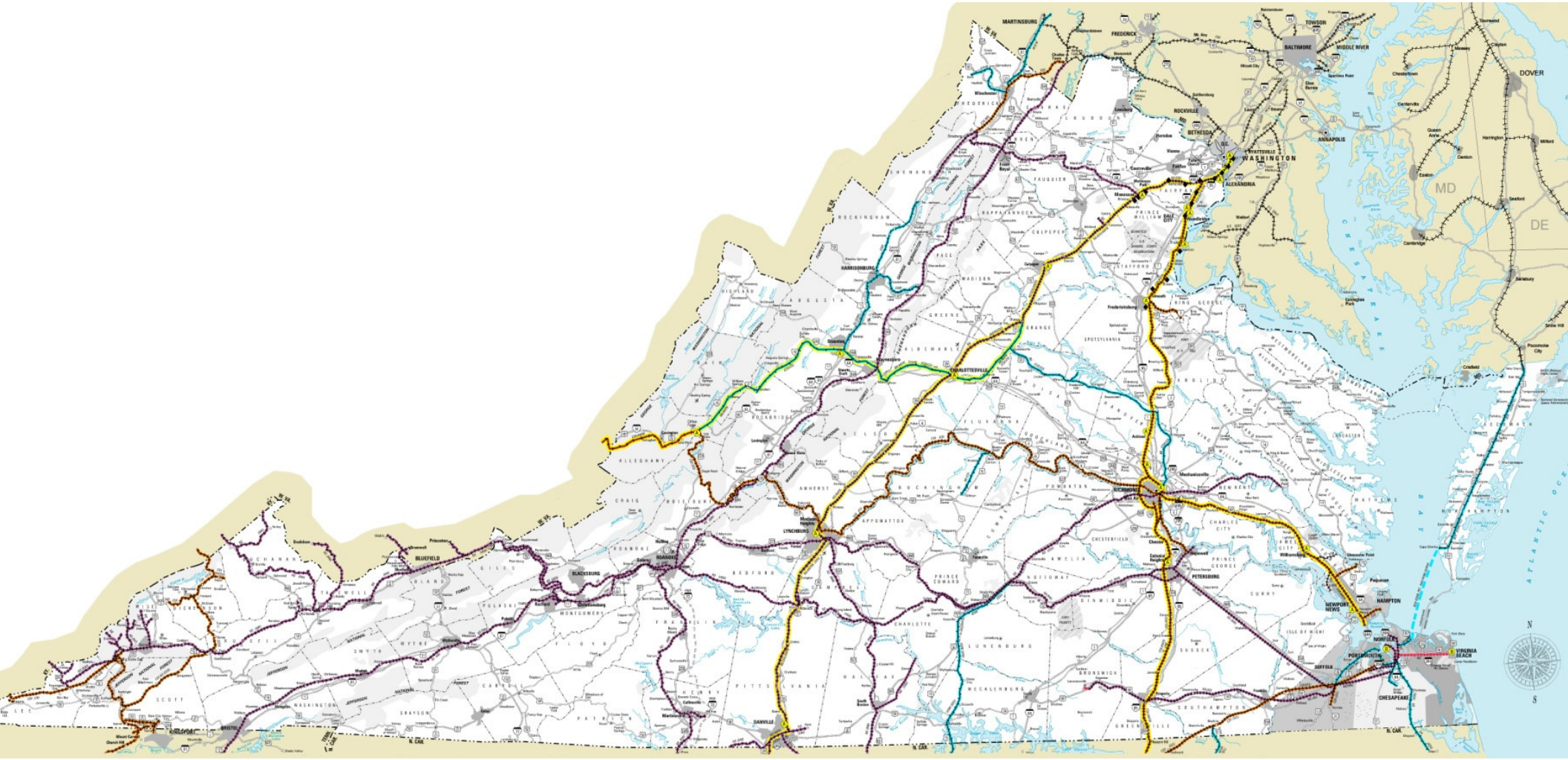
Project type: Design and construction

Total project cost: $1,357,000
Commonwealth's share: $949,900 (70%)

Key Factors and Benefits (Steady State):
Trucks removed off highways: 260,000 trucks/yr
Gallons of fuel saved: 31,872,718 gallons/yr
Tons of CO_2 saved: 61,705 tons/yr



FY2010-FY2


MARTINSBURG
FREDERICK
BALTIMORE
TOWSON
MIDDLE RIVER
DOVER
ROCKVILLE
BETHESDA
ANNAPOLIS
WASHINGTON
ALEXANDRIA
MD
DE
HARRISONBURG
CHARLOTTESVILLE
RICHMOND
LYNCHBURG
BLACKSBURG
BLUEFIELD
PETERSBURG
NEWPORT NEWS
HAMPTON
NORFOLK
PORTSMOUTH
VIRGINIA BEACH
CHESAPEAKE
DANVILLE
ATLANTIC OCEAN

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